

Funding:

(in priority and sequential order)

1. Develop an annual County Transportation Report that would provide greater visibility to transportation issues, with assessments of the status of transportation in the County, including congestion, and of progress in implementing plans to improve transportation.
2. Maximize, to the extent practical, mechanisms that do not involve use of tax monies from the general public, including proffers from developers, transportation districts (such as Merrifield and Fairfax Center), tax districts (such as the Route 28 tax district), toll roads (such as the Dulles Toll Road and the Greenway), and the potential private operators of transit operations that would not require any public subsidy.
3. Increase the percentage of County general funds used for transportation, including the possibility of new County transportation bonds.
4. Have effects on air quality be an explicit factor in transportation funding decisions.
5. Seek the same taxing authority as cities have (such as cigarette, hotel, and restaurant taxes) to provide options for increasing funds for needs such as transportation without having to increase the property tax rate and to provide what is by far the Commonwealth's largest jurisdiction, with more than a million people, with powers that cities with less than 10,000 people have.
6. Support increasing taxes for transportation in the following priority order, with the proviso that any regional taxes should have a firewall that prevents the State from diverting money raised locally to the State general fund:
 - a. An increase in the sales tax;
 - b. An increase in the gas tax, to be considered at both the State and regional levels;
 - c. Restoration of all or part of the car tax that has been reduced, with such funds to be restricted to transportation and with variable rates to be applied based on air pollution effects of different vehicles; and
 - d. Increasing taxes or fees on trucks or truck traffic.